



## **Guideline Elements**

# California Transportation Plan Elements

## Summary

The following final draft Guidelines Elements was developed under the guidance of a State Transportation Plan Guidelines Team (Team). The Team was charged with drafting an approach for developing the statewide transportation plan and supporting public involvement program. The Team was sponsored by the Deputy Director for Transportation Planning and Modal Programs and was comprised of representatives from regional transportation agencies, Business, Transportation and Housing Agency, Governor's Office of Planning and Research, the California Transportation Commission, Federal Highway Administration, Local Government Commission, Surface Transportation Policy Project and selected programs within the Department of Transportation.

The draft Guidelines Elements and Public Participation Program were distributed to over 250 organizations and individuals for comment. Comments received were incorporated into the final draft in accordance with the Guideline Team's direction.

### Guidelines Elements

California's state transportation planning effort will result in a twenty-year, strategic transportation plan for state-owned and state-interest modes of transportation. The CTP is a strategic twenty-year, transportation plan that considers the mobility and access of people, goods and services throughout the State. On behalf of the Business, Transportation and Housing Agency, Caltrans will serve as the lead agency in developing the CTP. However, the CTP is intended to be the State's plan not a Caltrans' plan. The Plan is comprehensive, in that it considers transportation facilities at the local, regional, state and inter-state level. The Plan is multi-modal in that it considers all transportation modes, including roads and highways, rail, seaports, airports and transit, bicycle and pedestrian facilities.

It is an important decision tool that links state and regional transportation plans to provide strategic direction for sound transportation investments. The Plan will provide a common vision for California's transportation future that provides for population growth, economic vitality, a sustainable environment and a desirable quality of life. The following elements were identified as essential for developing a statewide plan that will communicate priorities and guide resource allocation over the next twenty years.

- A. Vision, Goals and Objectives
- B. Scope and Purpose of Plan
- C. Roles and Responsibilities in providing for California's mobility
- D. Financial Scenarios
- E. Issues and Problems Analysis
- F. Preferred Strategies
- G. Action Plan
- H. Policy Direction
- I. Monitoring and Updates

Development of the California Transportation Plan will be carried out in conjunction with an extensive, strategic Public Participation Program. An extended and core Policy Advisory Committee (PAC) will guide the overall development process. The core PAC will be comprised of about ten members and will be in frequent contact with those developing the CTP. The extended PAC will be a larger, statewide body that will be used to gain guidance on critical policy decisions. Technical Advisory Committees will provide insight and assistance in identifying issues, evaluating alternative strategies and developing performance indicators.

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State statute and Federal regulations guide development and, to some degree, stipulates the content of the California Transportation Plan (CTP). State Government Code Section 65072 requires the CTP to include, 1) a Policy Element including system performance objectives, 2) a Strategy Element that is conceptual and not project specific, and 3) Recommendations on how to achieve concepts, strategies and performance objectives.

Proposed Federal regulations provide guidance on the CTP development process and content. The proposed regulation requires the plan to:

- include all areas of the State,
- include an ITS integration strategy,
- be coordinated with MPOs and non-metropolitan officials
- include an approved Public Participation Program
- be intermodal and enhance connectivity,
- cover a forecast period of at least 20-years,
- be continually evaluated and periodically updated

In addition to complying with State statute and Federal regulations, the State Transportation Guidelines Team (Team) recommends basing the CTP on the analysis of projections and trends and the results of a robust Public Participation Program. The Guidelines must remain flexible to enable those involved in developing the Plan to respond to public input and data analysis. Therefore, the Guidelines do not impose a Plan format or prescribe the issues that should be addressed. However, the Team suggests the CTP include the following elements:

### **A. Vision, Goals and Objectives**

The CTP should provide a concept or image of California's future environment based on travel forecasts and demographic projections, socio/economic and technological trends and impacts, and on comments received through an extensive Public Participation Program. It should also present a vision of a future transportation system that provides mobility and access to people, goods and services throughout the State. The goals and objectives for achieving the vision should be specific and measurable. The plan should discuss:

- ♦ The Commission on Building for the 21<sup>st</sup> Century's findings, vision and goals
- ♦ A vision for California's future transportation system
- ♦ Measurable objectives and identified performance measures
- ♦ Identify constraints and opportunities
  - ♦ Discuss the fiscal potential of delivering the envisioned transportation system
  - ♦ Discuss maintenance, operations and safety implications of the transportation system
- ♦ Air Quality, Title VI, Environmental Justice, quality-of-life, equity, energy, economy and environmental impacts

### **B. Scope and Purpose of Plan**

The scope and purpose should explain the objectives for developing a state plan and how the plan will be used, including to:

- ♦ Communicate a state vision for transportation and quality of life goals including performance indicators
- ♦ Communicate policies and ensure consistency
- ♦ Influence Federal and State legislation, and local and regional decisions

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- ♦ Provide guidance and priorities to RTPAs/MPOs and Caltrans and facilitate cooperation
- ♦ Inform resource allocation and programming

### **C. Roles and Responsibilities in providing for California's mobility**

The Plan should explain the roles and responsibilities of the various public and private sector entities that provide for mobility, access, goods movement and effect land-use in California, their inter-relationships and dependencies, including:

- ♦ Jurisdictional boundaries
- ♦ Modal responsibilities, including intermodal connectivity
- ♦ A discussion regarding the CTP's relationship to other transportation plans including Interregional Transportation Strategy Plan (ITSP), freight and passenger rail plans (regional, intercity and high speed), State Highway Operation and Protection Plan (SHOPP), Congestion Management Plans, District System Management Plans, Regional Transportation Plans (RTP), Goods Movement, and the circulation, housing and land-use elements of local general plans, etc.

### **D. Financial Scenarios**

The CTP should include a long-term revenue forecast based on stated assumptions and discuss alternative strategies for transportation development and transportation funding. This section should address various sources of transportation funding including resources in the public and private sectors and should provide suggested guidance for the financial elements of regional transportation plans. The financing discussion should address:

- ♦ Revenue forecasts or forecast range
- ♦ Revenue forecast should consider projections made in other plans and by other agencies
- ♦ Current and projected funding and constraints by program and mode
- ♦ Alternative financing structures – congestion pricing, high occupancy toll lanes and toll roads, etc.
- ♦ Changes in funding policy and statutory restrictions and their consequences
- ♦ Increased alternative fuels use impacts on transportation financing and policy
- ♦ Potential external risks, i.e., the economy, fuel and energy supplies, etc.
- ♦ General Fund augmentation, such as the Transportation Congestion Relief Plan
- ♦ Private sectors role and potential partnerships

### **E. Issues and Problems Analysis**

The CTP should include an analysis of current and future mobility and access related issues and problems. The analysis should be based on data, trends and projections and describe underlying assumptions. This discussion should include:

- ♦ Current and planned transportation system and projected demand, addressing all modes
- ♦ Current outstanding issues and deficiencies
- ♦ Future mobility demands based on demographic changes, economic development, environment, growth, land-use patterns and quality of life
- ♦ Assumptions used to develop future analyses

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- ♦ Alternative assumptions considered and why they were rejected
- ♦ Analyses of projections, constraints and trends, including spatial distribution of the projected population and demographic subgroups
- ♦ Examination of best practices, models and precedents – local, statewide and national
- ♦ Global, national and State's economy
- ♦ Goods movement, including air, sea and surface
- ♦ E-Economy/Commerce
- ♦ Impacts of technology and energy use on transportation – including advanced transportation technologies
- ♦ Housing and employment – type and location
- ♦ Growth patterns and the environment
- ♦ Specific environmental considerations, for example, Environmental Justice, quality of life, noise, air and water quality, wildlife habitat and sustainability
- ♦ Impacts of external decisions, such as land-use, growth management, National Park policy and access, etc.

### **F. Preferred Strategies**

The CTP should describe criteria used to evaluate alternative strategies, the method used to select preferred strategies and the objectives the preferred strategies are designed to achieve. The discussion should include:

- ♦ Describe performance of current system and checkpoints to measure progress towards objectives
- ♦ Identify criteria to be used to examine preferred strategies and to prioritize resource allocation
- ♦ Alternative strategies considered to reach the vision and objectives, including incentives for non-traditional approaches
- ♦ Analyses of likely results and consequences of each alternative
- ♦ Estimate the costs and savings associated with alternatives
- ♦ Summary of preferred strategies to reach vision and objectives
- ♦ Consistency of preferred strategies with other transportation plans
- ♦ Outline incremental steps to reach vision and objectives

### **G. Action Plan**

The CTP should describe incremental short and long-term steps to implement the preferred strategies. The steps should include:

- ♦ Action needed to implement each strategy
- ♦ Inter-relationship of actions/strategies
- ♦ Roles and responsibilities of implementing action steps
- ♦ Collaboration needed to implement action steps
- ♦ Potential partnerships

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### **H. Policy Direction**

The CTP should describe the policies and priorities derived from data analyses, public input and development of the vision, goals and objectives, including:

- ♦ Influence of regulatory and statutory policy – federal and state – in transportation and related public policy areas
- ♦ Policies evolving from the Plan development process (Governor’s Policy with Public Input)
- ♦ Priorities and direction to other state, local and regional transportation plans
- ♦ Discuss linkages, constraints and interactions with other policies and incentives, for example, land-use, housing, employment and energy

### **I. Monitoring and Updates**

The CTP should provide a method for evaluating and measuring its success and for periodic updates. The CTP may recommend further study or incremental updates focused on specific issues. The discussion should include:

- ♦ System Performance Measures and Mechanisms, including customer satisfaction
- ♦ Assessment of the availability, compatibility and quality of measurement data, including potential changes over time
- ♦ Monitoring cycle/progress measurement
- ♦ Method to measure progress/success
- ♦ Update cycle
- ♦ Subjects for future study or consideration before next CTP update

### **Appendices**

The State Plan Guidelines Team recommends that the majority of the technical data and analysis be contained in appendices. The appendices should include:

Acronyms and definitions

Statutory & Regulatory Checklist

Public Participation Program

Data Collection and Analyses

Technical Data – state of the system, etc.

Involved Agencies and Entities

References – publications and websites